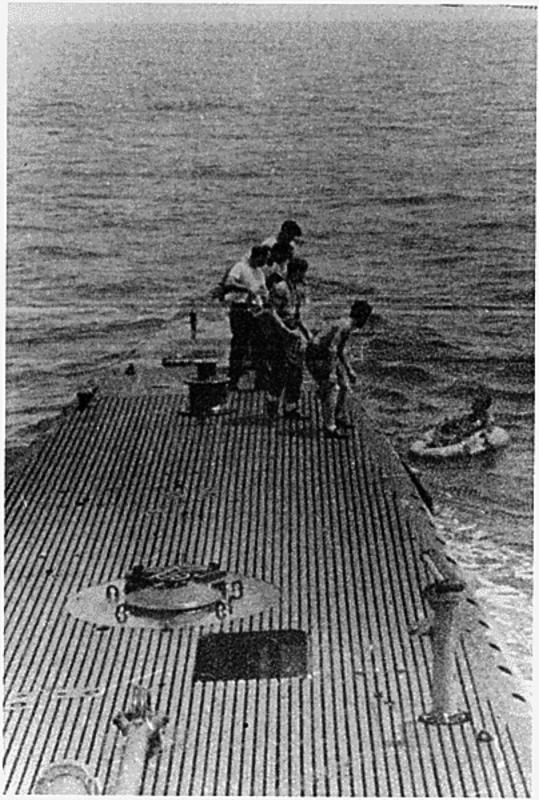
29-0003a George Bush in the cockpit of his TBM Avenger during World War II, ca. 1944



29-0004a

George Bush being rescued by the submarine, the U.S.S. Finback, after being shot down while on a bombing run of the Island of Chi Chi Jima, 09/02/1944



24-0006a

U.S. Submarine War Patrol Report, USS FINBACK (SS-230), 10th War Patrol, September 2, 1945., 09/02/1944

This war patrol report entry includes the rescue of George Bush after the eventual president's aircraft was downed over the ocean during World War II.

DECLASSIFIED C-O-N-F-I-D-E-N-T-I-A-L

		병하는 이 경우를 하면 있는 것이다. 아픈 아를 하면 내가 없는 것이 없다는 것이 없는 것이 없는 것이 없는 것이 없는 것이 없는 것이 없다면 없다면 없다면 없다.
	0720 0820	Sighted 20 friendly planes over LTO JEMA. Four F6F's overhead, reporting on station over us.
	0849	Headed into island. Held position about 10 miles SE of reference point.
	0927	More AA fire from island.
	1020	One F6F dropped ssage fifty feet on starboard beam (which sank like a rock) and waggling his wings, headed for the island on course about 060°. Commenced following. Could hear nothing on 4475 kcs. Tried to edge around to easterly course to
Ξ		clear southern tip of INO JIMA but planes kept heading NE. Followed until at range of 42 miles from island, Japs opened up: Two shots, on in
•		range but off in deflection, landed 150 yards astern. So at
WIE.	1102	Dived, heading away from island.
	1221	Surfaced and our cover picked us up immediately. Received position of downed plane on 4475 kcs., so headed east with 92 miles between us and the beach. Worked around to course 0600 finally, when lookout picked up a sun ash on the horizon. Approached
		and picked up to following TBF crew at 1345: Ensign Thomas KEENE; File No. 298972, USNR; STOVALL, James T., 850 15 30, AOM3c, USNR; and DOHLRTY, John R., 205 17 79, ARM3c, USNR.
		All from plane T-11 of VT-13, U.S.S. FRANKLIN. Plane had sunk, crew unharmed. Position 112 miles bearing 114° from TOBIISHI BANA. Proceeded back to station, meanwhile observing one bombing run by our planes over the island. Told our air cover
		that we had retrieved crew of plane "T-11".
	1535	Air cover secured for the day, telling us that he knew of no other planes down.
	1600	Reversed course and headed for tomorrow's station:
	2300	Interference on 3 identified as distant SJ or SG, bearing east. Own position 15 miles east of KITA INO JIMA. Interference present until 0500, and thought to be carrier task force.

2 September 1944.

0200	Strong odor of fuel oil lasting for 30 minutes.
0624	Nothing sighted or seen on radar. Sighted planes. Picked up by SJ at 14 miles.

$\underline{\text{C-O-N-F-I-D-E-N-T-I-A-L}}$

0645	Two F6F's overhead as escort. Headed east for island. Closed to 9 miles and maintained this
0933	Received word of plane down 9 miles NE of MINAMI JIMA. Started around southern end of CHICHI JIMA,
1156	maintaining minimum range of 72 miles to island. Picked up Lt.(jg) George H.W. BUSH, File No. 173464, USNR, pilot of plane T-3 of VT-51, U.S.S. SAN JACINTO, who stated that he failed to see his crew's parachutes and believed they had jumped when plane was still over CHICHI JIMA, or they had gone down with plane. Commenced search of area
	on chance they had jumped over water.
1236	Received word of rubber boat seen from air. Position given was in hills of HAHA JIMA but started south
	anyway, asking for jigs, repetitions, and &onformations, until we heard one plane state he was
	circling over the boat. An unknown plane on the
	circuit was her: to mention a spot "west of HAHA".
NO REAL OF GARDIN	This was at lear as good as any dope we had, so
	headed for a position about 9 miles west of HAHA' JEMA. This seemed to make our cover feel better,
	although they tried to con us through the island
	although they tried to con us through the island a few times. Plane reported that the raft, about
	16 miles from beach, was being shelled. Spirits
1505	of all hands went to 300 feet. Dived to 55 feet with planes in sight zooming
1909	a spot in water 1 mile WSW of MEGANE IWA.
1530	Sighted rubber boat.
1550	Roared by the rul er boat, backing full and still
	making 4 knots. We must have misjudged his mast-
	head height a bit. We twisted around and started stalking him.
1620	Pilot hooked on and we headed out away from beach.
	Tried to make two-thirds speed, but the pilot
Brush Milher	had one arm around the periscope and the other
	around the life raft with a bailing bucket bringing up the rear. Stopped to see if he would get in
	the boat. This took about 10 minutes, during which
	a discussion developed below concerning the prece-
	dence of simultaneous orders to blow, pump, and flood.
To select the second	Finally got way on towing pilot in his boat. Two-
A CONTRACTOR	thirds speed filled the boat, and there he was in the water again. Finally came up to 38 feet to
	keep him out of the water until at range of 5 miles
	from beach, planed up and opened the hatch.

DECLASSIFIED C-0-N-F-I-D-E-N-T-I-A-L

Got on 4 engines and cleared area to westward. Pilot was Ensign James W. BECKMAN, File No. 301442, USMR, VF-20, U.S.S. ENTERPRISE, who stated that it was known that only one man had parachuted from BUSH's plane. This decided us to discontinue any further search of that area, particularly as ur air cover had left. Changed course to 3300(T).

.. 1855.

3 September 1944.

Plane Contact #25. SJ picked up plane at 6 miles, 0055 60 miles WNW of CHICHI JIMA. Dived. Surfaced. 0159

0800

. Changed course to 070°(T), patrolling area NW of MUKO JIMA group.

4 September 1944.

Sighted NELL bearing 040°(T), distance 7 miles. 0841 Dived and changed course to 0900(T), hoping that plane indicated sime shipping.

1833 Surfaced.

5 September 1944.

1916

Changed course to 2500(T). 0200 Dived for submerged patrol. 0845

Surfaced. 1835

Ship Contact #2. Simultaneous sight and radar contact on ship bearing 0600(T), distance 16,000 yards. Slowed but was afraid to turn away as we were in a light esctor. Waited until 1930 when rangs was 10,000 yards and tried to turn away. After completing the turn, we signted a blinking blue light on the target. Went to radar depth

and tracked. Target closed to 7200 yards and then turned away: SJ commenced to act up, reporting a pip at 2,070, 1938 1,200, and 1,000 yards on bearing 1900(R), so made ready the stern tubes. As this did not coincide at all with target movements, thought it was a second ship, and with a report that the SJ was not operating properly, started deep.

24-0009a

Action Report, U.S. Navy Torpedo Squadron 51 (VT-51), for Actions Occurring September 1-2, 1944., 09/01/1944 - 09/02/1944

This is the action report of the air squadron (VT-51) of George Bush covering his rescue on September 2, 1944. The eventual president was rescued after his TBM-1C aircraft was downed over the ocean.

DEGL/SECRET

I. GENERAL

			(Ь)				-9			
(d) Date of	Action	Sept. 2	1944(e)	Take off:	Time0	715_	_NOOKX; L	at25°55	N. Long	1/1°51' E.
	Strike	Baker	at 85.8-50					(g) Time	of Return1	
(a)	(b)	NO OF SORTIES	ALLY COVER		KEPUK		AND TORREDGE			(g)
TYPE	SQUADRON	SORTIES	NOT ENGAGING ENEMY A/C	ING TARGET		CARRIE	AND TORPEDOE D (PER PLANE)		FUZE,	SETTING
TBM-1C	VT-51	4		4	4-500	# G.P	•		.01 Tail	; .1 Nose.
III. OT	HER U. S. (OR ALLIED	AIRCRAFT	EMPLOYED	IN THIS	OPER/	ATION.			
TYPE	SQUADRON	NUMBER	T O O PW	BASE		TYPE	SQUADRON	NUMBER		BASE
F6F-5 SB2C	VF-20 VB-20	12	U.S.S. EN			7-1-200				
70.00						-0	i Lamber			
IV. EN	MY AIRCE	AFT ENC	OUNTERED (By Own Airc	craft List	ed in 11	Only).			
(a) TYPE	(B) NO OBSERVED	NO ENGAGIN OWN A/C			ION OF UNTER		BOMBS, TORPET GUNS OF	OES CARRIED); CAN	AOUFLAGE AND MARKING
			(GCT)							
			(GCT)							
			(GCT)							
			(GCT)	200	Sec. 1	-70 justic				
h) Apparer	t Enemy M	lission(s)								
i) Weather	and Clouds	at Locatio	n of Encounter	r(s)						
		/:\ C	un or Moon					_ (k) Visib	ellise.	
		YED OR DAWA	OYED OR DA! GED BY:	MAGED IN	AIK (BY	Own Air	craft Listed		(c)	(e)
TYPE ENEMY A/C	TYPE A/C	SQUADRON	PILOT	OR GUNNER		GUNS (MED	HIT, ANGLE	DAMAGE CLAIMED	
		an officer.								
						Berne (2)				
				Majori da	0.000					
									7 0	
	atting the same		201000000000000000000000000000000000000	gertaur . go pros		Page 1			40	The second second

TYPE OWN A/C		(b) SQUADRON	CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CA	ONAL, OF OWN AIRCRAFT (of the	EXTENT OF LOSS OR DAWAGE, REMARKS			
	BM-1C	VT-51	Heavy and Med. A/A		Crashed in Ocean-Lost			
2	DA-10		noung came mount again					
3	J. 100							
4	660 mar 1871		7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The same of the sa				
5			N -					
6	7 1400							
7								
8								
9								
0								
2	VAPPE () () ()							
3	4							
4								
(a)	VII. PERS	No. of Street,	ASUALTIES (in aircraft list	ed in 11 only; identify with planes lis	red in VI by Nos, at left).			
Part	VT-51	The second second second		Occupant of TBM-1C lost	Missing in action			
2.	VI-51	T. T.	Delaney, ARM 2/c USN	R Occupant of TBM-1C lost	Missing in action			
	1,2-72							
	NOTE:	The pi	lot (Lt.(jg) G.H.W. as picked up by resc	Bush) of the TBM-1C which we submarine, which reports	as lost, parachuted to w			
000	9 1							
		100						

VIII. RAN	IGE, FUEL	, AND	NOITINUMMA	DATA
-----------	-----------	-------	------------	------

(a)	(b)	(c)	(d)	(e)	(0)	(g) TOTAL	AMMUNITIO	N EXPENDED,	PLANES RETURN	ING
TYPE A/C	MILES	MILES RETURN	AV. HOURS IN AIR	LOADED.	AV. FUEL CONSUMED	NO. OF PLANES	.30	.50	20MM	MM
TBM-1C	71	75	2.9	300	190	3	500	960		
			100000000000000000000000000000000000000	1000000	-4		7	20000000		
Z. 31-500-355		100000000000000000000000000000000000000	The second second	T - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		200			1000	

IX. COMPARATIVE PERFORMANCE, OWN AND ENEMY AIRCRAFT (use check list at left).

SPEED, CLIMB, at various altitudes

TURNS DIVES CEILINGS RANGE PROTECTION ARMAMENT



0825

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

X. ATTACK ON ENEMY SHIPS OR GROUND OBJECTIVES (By Own Aircraft Listed in II Only),

d) Sun or Moon		(e) Visibili	ty Good	
XI. TARGETS, RESULTS OF ATTACK. DESCRIPTION OF TARGET (List All Ships in Group, Whether or Not Individually Attached)	(b) A/C ATTACKING	(4) BOMBS AND AMMUNITION EXPENDED, EACH TARGET	ALTITUDE OF	(f) HITS
1 4 Buildings (Radio) and tower at 85.8-50.3		8-500# G.P.	4,500	See (G)
2 1 Large, 3 small bldgs. (Radio) at 85.6-50.6	2 VT-51	8-500# G.P.	4,000	See (G)
9				
		in the second of		

- Eight direct hits on target by Lt. Comdr. Melvin, USNR and Lt.(jg) D. W. West, USNR destroyed tower and badly damaged or destroyed buildings.
- 2. Radio station damaged (See XII for narrative) by bombs dropped by Lt.(jg) G.H.W. Bush, USNR and Ens. M. G. Moore, USNR. Extent of damage unobserved.

3 867

⁽g) RESULTS: IFOR SHIP TARGETS DRAW DIAGRAM, TOP OR SIDE VIEW OR BOTH, AS APPROPRIATE, SHOWING TYPE AND LOCATION OF HITS, FOR ALL TARGETS GIVE LOCATION AND EFFECT OF HITS, WITH DIAGRAMS OR CHARTS WHERE DESIRABLE. DESCRIBE TARGETS FULLY IN (a), AND IN REPORTING DAMAGE OR DESTRUCTION, IDENTIFY BY NUMBERS AT LEFT, USE ADDITIONAL SHEETS IF NECESSARY).



XII. TACTICAL AND OPERATIONAL DATA. (Narrative and comment. Describe action fully and comment freely, following applicable items in check list at left. Use additional sheets if necessary.)

ENGAGEMENT WITH ENEMY OWN AIRCRAFT

Disposition
Altitudes
Speeds
Approach Tactics
Use of Cover, Deception
Angles of Attack and
Their Effectiveness
Distance of Opening Fire
Deferse Tactics and
Their Effectiveness

EHEMY AIRCRAFT

Method of Locating, Distance Disposition Altitudes Speeds Approach Tactics Use of Cover, Deception Angles of Attack Distance of Opening Fire Defensive Tactics

COMMENTS AND RECOMMENDATIONS

Own Weaknesses Enemy Weaknesses Offersive Tactics, Own Enemy Defensive Tactics, Own Enemy

Flexible Gunnery, Own Escort Tactics Fighter Direction Use of Radar Night Fighting Recognition, Aircraft

OWN TACTICS

Method of Locating Target Approach to Target Altitudes, Speeds Approach Dive Release Pull-Out Dive Angle Strafing Retirement Defensive Tactics

DEFENSE, ENEMY

Evasive Tactics, Ships Concealment Anti-aircraft Searchlights Night Fighter Tactics

COMMENTS AND RECOMMENDATIONS

Bombing Tactics
Torpedo Tactics
Effectiveness of
Bombs, Torpedoes
Selection of Targets
Fuzing
Strafing Tactics
Defensive Tactics
Use of Radar
Reconnaissance
Photography
Briefing

OPERATIONAL

Navigation
Homing
Rendezvous
Recognition, Ships
Communications
Flight Operations
Search and Tracking
Base Operations
Maintenance

This division of VT, Composed of Lt. Condr. D. J. Melvin, USNR, Lt.(jg) D. H. West, USNR, Lt.(jg) G.H.W. Bush, USNR, and Ens. M. G. Moore, USNR was led by Lt. Condr. Melvin, Commanding Officer and employed normal glide bombing tactics in an attack from South to North though encountering very intense, heavy and medium A/A fire of accurate variety, from areas surrounding the target.

Lt. Comdr. Melvin and Lt.(jg) West, put all eight of their bombs on the radio station buildings and tower at 85.8-50.3 to destroy tower and destroy or badly damage, the buildings. Debris in large quantity was seen to arise from these hits.

Lt.(jg) Bush, was piloting the third plane over the target. Bush's plane was hit in the engine shortly after final push over at 8,000 ft. In spite of this hit which caused his engine to smoke and catch on fire,Lt(jg) Bush continued in his dive, releasing his bombs on the radio station at 85.6-50.6 to score damaging hits. Ens. Moore, in the 4th plane likewise dropped his bombs on latter installations.

After releasing his bombs, Lt.(jg) Bush turned sharply to the east to clear the island of Chichi Jima, smoke and flames enveloping his engine and spreading aft as he did so, and his plane losing altitude. He advised the C.O. by radio that it was necessary to bail out. At a point approximately 9 miles bearing 045°T from Minami Jima, Bush and one other person were seen to bail out from about 3,000 ft. Bush's chute opened and he landed safely in water, inflated his raft and paddled farther away from Chichi Jima. The chute of the other person (either Lt.(jg) White or J. L. Delaney, ARM 2/v) who bailed out did not open. (Bush has not yet been returned to squadron by rescue sub, so this information is incomplete) The rescue sub promptly effected rescue of Lt.(jg) Bush who was unburt, planes of VF-20 remaining over Bush's raft to protect him.

While Lt.(jg) White and J. L. Delaney are reported missing in action, it is believed that both were killed as a result of action above described.

It should be noted that VT-51 has established a standard doctrine, whenever wind and other conditions permit, to make bombing runs on targets near water so as to retire over the water. This puts pilot and crew in position for water rescue in event of forced landing such as that described herein.

3 887



XIII. MATERIAL DATA. (Comment freely on performance or suitability, following check list at left. Use additional sheets if necessary).

ARMAMENT

Guns, Gunsights Turrets Ammunition Bombs, Torpedoes Bomb Sights Bomb Releases

COMMUNICATIONS

Radio, Radar Homing Devices Visual Signals Codes, Ciphers

RECOGNITION

IFF Signals Battle Lights Procedures

PROTECTION

Armor; Points and Angles of Fire Needing Further Protection Leak Proofing

EMERGENCY EQUIPMENT

Parachutes Life Belts, Life Rafts Safety Belts Emergency Kits Rations, First Aid

HAVIGATIONAL EQUIPMENT

Compasses Driftsights Octants **Automatic Pilots** Field Lighting

INSTRUMENTS

Flight Power Plant

OXYGEN SYSTEM

CAMOUFLAGE AND DECEPTION DEVICES

STRUCTURE

Airframe Control Surfaces Control System Dive Flaps Landing Gear Heating System Flight Characteristics At Various Loadings

POWER PLANT

Engines Engine Accessories Propellers Lubricating System Starters Exhaust Dampers

HYDRAULIC SYSTEM

ELECTRICAL SYSTEM Auxiliary Plant Lights

FUEL SYSTEM

FLIGHT CLOTHING

MAINTENANCE

BASE FACILITIES

Plane Servicing Equipment Personnel Facilities

REPORT PREPARED BY

Lt. Comdr., USHR SINKTURE

RANK AND DUTY

24-0003a Deck Log of USS FINBACK (SS-230), September 2, 1944., 09/02/1944

This deck log entry notes the rescue of George Bush by the USS FINBACK after the eventual president's aircraft was downed over the ocean during World War II.

	AT Passage								то						Scturd (Day)	ay 2	Sen	Month	er,	19 44
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		REV	-	By LO		Course (P. C.)	WIN	D	BAROME	TER	TEM	PERA	TURE	BOLS	CI	LOUDS	-		2	SEA
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1 2 3 4 5 6 7 8 9 10	207.1 206.7 207.7 207.8 229.0 209.6 209.9 210.1 212.7 233.6 267.0					000 000 000 000 000 000 060 090 270 135 050	040 040 040 020 020 020 020 020 020 020	4 4 6 6 6 7 7 7	29.70 29.69 29.69 29.68 29.70 29.66 29.66 29.66 29.66	86 86 86 86 86 86 86 86 86 86	130/	00	4 = -	1 1 1 1 1 1 1 1 1	Cu CuSt Cu	040 040 040 040 040 030 030 030 030	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	9 9 7 7 7 8 8 9 9	1 1 2 2 2 2 2 2 2 2 2 2 2	040 040 040 040 040 040 040 020 020
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M. 13 14 15	196.0 283:0 265.4	201	-1	1		180 270 180 Var	020 020 020	7 7 7	29.66 29.66 29.66 3MERGE	86 86				1 1	Cu Cu Cu	030 030 030	9 9	9 9 9	2 2 2	020
7 8 9 0 1	04.3 14.2 191.0 269.7 212.7 204.4		(V)			Var. 270 335 335 335	020 025 025 025	7 6 6	29.67 29.67 29.69 29.70	84 83 83 83				2 1 1 1 1	Cu Cu Cu	030 025 025 025	8 2 3 3	9 7 7 7	2 1 1	021
2 3	127.1 141.0 142.2	.01		40		335 335 335	045 045 025	6	29.70 29.70 29.70	85 85				2 2 1	As As StCu	045 045 025	9 9 7	6 6 7	1 1	045
4		sı	ЈВМ	ERGEI	R	IN DATA-	-SUBMAI	RINES										•		2011
4		_		1		2	3		4											

UNITED STATES SHIP	FINBACK Saturday 2 September 5, 1944 (Day) (Date) (Month)
ZONE DESCRIPTION Minus 10	REMARKS
Astronomy Ser. T. W 100 . 7 .	ZONE DEBORDETION MENUS 10
0 to 2	6 REUTANGENERY ACTIONOGES HAVE A THE A
Underway on course 00	O'(T) making standard speed on two main engines.
At I I support week	G L Redu d
明 東 東 東 一 一 一 一 一 一 一 一 一 一 一 一 一	G. L. REDMOND,
	Lieutenant, U.S. Naval Reserve.
2 to 4	
Underway as before.	J. R. PEAT,
250 1 7 8 250 0000	Ensign, U.S. Nevy.
4 to 6	El El Calage de la Calage
Underway as before.	to January
300 0 3 0 300 0 100	Lieut enant, U.S. Naval Reserve.
6 to 9	1 28 10 992 1 305 20 1 3 540 9
Underway as before.	0800 c' aged comse to 0700(II).
340 8 8 8 340 80	900 1 -000
Ot 745 8 9 2 045	H. D. SHATLIN,
State of the state	Lieutenant Commander, U.S. Naval Reserve.
9 to 12	Steering wenious courses and access as 340
station. 1156 rescued La	Steering various courses and speeds on life guard (g) George H. W. BUSH, File No. 173464, U.S. Naval
Reserve, from rubber life be	at.
September 1	W. H. Carkman
	W. H. PARKMAN, SHEET SOURCE
12 to 15	Ensign, U.S. Naval Reserve.
Underway as before.	C & Redund
The state of the s	G. L. REDMOND,
	Lieutenant, U.S. Naval Reserve.
15 to 18	Correct Set . Dercon Lawren Pour 7-
Underway as before.	1504 changed course to 1100(T). 1505 changed course
to 0950(T) and submerged.	.530 sighted downed aviator in life boat. Made
2700(T) 1717 surfaced with	et in two with periscope. 1651 changed course to four main engines on the line. Took aboard Ensign
James W. BECKMAN, File No.	01442, U.S. Naval Reserve. 1723 changed course
to 250°(T), commencing const	ant helm. 1740 changed course to 2700(T).
	A. Peak
	R. PRAT
Million and American	The First Navy.
18 to 20	INCTO:
engine speed.	1855 changed course to 3350(T) and changed to two
engine speed.	77 17
050 2 9 2 900 00	DE LA PRENCE, LINE
20 10 22	Lieutenant, U.S. Naval Reserve.
20 to 22 Underway as before.	2015 investigating possible radar contact, various
courses and speeds. 2031 re	sumed two engine speed on base course 3350(T). 2126
slowed to two-thirds speed.	1 20.00 0 000 000 000 000 000 000 000 000
040 5 8 5 640 80	May 15 to
0.00 0.00 2 0.00	Lieutenant, U. S. Navy.
240 2 0 2 040	22 1A2.3 270 UAU 6 29.66 20
22 to 24	THE CRITICAL OCIA I NON TRIBE I DE CONTRA
Underway as before.	W. H. Parkman
and the second	W. H. PARKMAN.
	Ensign, U.S. Naval Reserve.
	A
	1 1 E E
Approved:	Examined: VA (Serial) OV 1007
Approved:	
Approved: P. R. Williams, Lt. Comdr.,	Examined:

24-0001a
Deck Log of USS SAN JACINTO (CVL-30), September 2, 1944., 09/02/1944

This deck log entry notes that George Bush was taken aboard the USS SAN JACINTO. It relates to the rescue of the eventual president after his aircraft was downed over the ocean during World War II.

NAVPERS-134 (REV. 1-44)

NITED STATES SHIP SAN JACINTO

SATURDAY 2 SEPTEMBER 19 44.
(Dog) (Date) (Month)

0-4 Steaming as before on base course 270°T and pgc, zigzagging according to plan #6, speed 18 knots, 183 R.P.M., standard speed 15 knots. In company with T.G. 38.4, SAN JACINTO designated as formation guide, steaming in the vicinity of the Bonin Islands. Task Group in formation 5 Roger with fleet axis on 060°T and pgc. Boilers #1 and #3 and generators #1 and #3 in use. Ship in Material Condition Baker and readiness condition #23. 0000 Ceased zigzagging and steaded on base course 0003, C/C to 250°T and pgc. 0013 Resumed zigzagging according to plan #6. 0256 Blew tubes on Boilers #1 and #3. 0303 Lighted off Boilers #2 and #4. 0355 Cut in Boilers #2 and #4.

4-8 Steaming as before. 0420 Ceased zigzagging, steaded on course 270°T. 0425 Changed course to 050°T, speed to 24 knots, 244 R.P.M., for flight operations. 0427 Sounded General Quarters. 0430-0556 Launched 18 VF and 4 VT aircraft. 0448 F6F plane #12(Bu No. 41359), piloted by Lt. J.R. MARTELLE, USNR, crashed into sea after developing engine trouble shortly after launching. Position Latitude 26°02'N, Longitude 141°33'30"E. 0458 Pilot Lt. J. MARTELLE, USNR, rescued uninjured by U.S.S. McCALL(DD400). 0500 Task Unit 38.4.2 departed from formation for bombardment assignment. 0502 Changed course to 160°T, speed to 18 knots, 180 R.P.M. 0505 Changed speed to 15 knots, 150 R.P.M. 0507 Commenced zigzagging according to plan #6 on base course 160°T. 0514 Secured from General Quarters, set condition 23. 0520 Changed speed to 18 knots, 180 R.P.M. 0608 Ceased zigzagging, steaded on course 140°T. 0612 Changed course to 045°T. 0621 Commenced zigzagging on base course 045°T. 0631 ceased zigzagging, steadied on course 040°T. 0632 Kita Iwo Jima Island sighted bearing 220°T, distance 34 miles. 0636 Changed speed to 23 knots, 234 R.P.M. 0637 Changed course to 060°T. 0645 Sounded flight quarters. 0649 Changed course to 250°T, speed to 18 knots, 180 R.P.M. 0700 Mustered crew on stations. No absentees. 0712 Changed course to 060°T, speed to 22 knots, 222 R.P.M., for flight operations. 0716-0722 Launched 4 VT and 4 VF aircraft. 0723-1728 Recovered 4 VT and 3 VF aircraft. 0729 While attempting to land, F6F #22(Bu No. 42535), piloted by Lt.(jg), JULIAN MURPHY, crashed on deck at #8 sponson. No injuries to personnel. Heavy damage to plane, #8 gun mount and rails along catwalk. 0730 Changed speed to 18 knots, 180 R.P.M. 0740 Changed course to 050°T. 0750 F6F #22 jettisoned to clear deck for further operations (position Lat. 25°54'N, Long. 141°52'E). 0752 Changed speed to 19 knots, 192 R.P.M. 0752-0754 Launched 3 VF aircraft. 0754-0002 Recovered 12 VF aircraft.

OSTPH L. SHAPIRE Lieut. Comdr., U.S.N.R.

8-12 Steaming as before. 0803 C/S to 23 knots, 234 R.P.M. 0813 Launched 1 F6F. 0815 C/C to 190°T and pgc and C/S to 15 knots, 150 R.P.M. 0825 U.S.S. McCAIL came alongside to return Lieut. J.R. MARTELIE. 0830 U.S.S. McCAIL cast off. 0907 C/S to 23 knots, 234 R.P.M. 0915 C/C to 055°T and pgc. 0917-0921 Launched 4 F6F's. 0922 C/C to 240°T and pgc. 0943 C/C to 055°T and pgc. 0947-0953 Launched 4 TEM's and 8 F6F's. 0955-1003 Recoveed 8 F6F's and 3 TEM's - one TEM Bu No. 46214, having crashed into sea 9 miles NE of the southern tip of Chicki Jima due to enemy anti-aircraft fire. Pilot, Lieut. (jg), G.H.W. BUSH,USNR, was rescued by submarine, but crew composed of Lt.(jg), W.G. WHITE,USNR and DELANEY, J.L.,ARM2c, USN, are believed to be missing in action. 1005 Made daily inspection of magazines and smokeless powder samples - conditions normal. 1010 C/S to 21 knots, 214 R.P.M. 1040 C/C to 190°T and pgc. 1107 C/C to 210°T and pgc. 1141 C/C to 050°T and pgc and C/S to 22 knots, 224 R.P.M. 1149 C/C to 215°T and pgc.

12-16 Steaming as before. 1211 Changed course to 045°T. 1214-1220 Launched 3 VT and 7 VF.
1218 Let fires die under Boilers #2 and #4. 1222-1230 Recovered 4 VT and 8 VF. 1224 Secured
Boilers #2 and #4. 1230 Changed speed to 20 knots. 1238-1241 Recovered 4 VF. 1253 Launched
1 VF. 1304 Changed course to 150°T. 1313 Set condition 13. 1347 Flight quarters. 1406
Changed course to 050°T, changed speed to 22 knots. 1408-1414 Launched 10 VF. 1416-1416 Recovered 3 VT and 8 VF. 1435 Launched 2 VF. 1453 Changed course to 210°T, changed speed to
18 knots. 1456 Set condition 13. 1502 Commenced zigzagging in accordance with plan #6 on
25e course 210°T. 1555 Ceased zigzag, steadied on course 230°Type 100°T.

F. FEUILLE Lieut., U.S.N.R.

16-18 Steaming as before. 1602 Changed course to 050°T and pgc, changed speed to 22 knots, 224 R.P.M. 1632 Changed course to 230°T and pgc. 1645 Sounded flight quarters. 1652 Changed speed to 15 knots, 153 R.P.M. 1727 Changed course to 055°T and pgc, changed speed to 22 knots, 224 R.P.M. 1730-1739 Recovered 12 F6F's. 1745 Changed course to 175°T and pgc, changed speed to 20 knots, 203 R.P.M. 1749 Sounded General Quarters.

Lieut. V.S.N.R

APPROVED:

EXAMINED:

OULLINE

H. M. MARTIN U.S. N. COMMANDING.

G. M. WITNIE U.S. N. NAV

DECK LOG—REMARKS SHEET

NAVPERS-134 (REV. 1-44)

SAN JACINTO UNITED STATES SHIP

SATURDAY 2

(Day)

18-20 Steaming as before on base course 175°T and pgc, speed 20 knots, 203 R.P.M. Commenced zigzagging according to plan #6. 1832 Secured from General Quarters; set condition #23. 1855 Blew tubes on Boilers #1 and #3.

HARLOW O. PANHORST Lieut. Comdr., U.S.N.R.

20-24 Steaming as before.

Lieut. Comdr., U.S. N.R.

APPROVED:

U. S. N

COMMANDING.

EXAMINED

24-0005a

World War II Casualty List by Aircraft Type, TBM1C, September 2, 1944., 09/02/1944 - 09/15/1944

This casualty list notes the loss of the TBM-1C aircraft of eventual president George Bush over the ocean on September 2, 1944

BEPTEMBER 1944

2	TBM-10	46214	VT-51	บรร	SAN JACINTO	Chichi Jima	CenPac	Lt. (jg) Q. H. W. Bush	M	110	9/30
2	TBM-10	16928	VT-51		SAN JACINTO	Chichi Jima	ConPao	negative de la		7 4 V	9/30
3	TBM-1	24825	VC-86		LUNGA PT.	Control of Streets and Control of Streets	ConPao	Ens. S. R. O'Neil	S	3 5 2	10/31
3	TBM-10	25848	VC-15		CROATAN		NorLant	Ens. Theodore L. Pertuit	8	8 5 J	10/31
4	TBM-10	45546	- N THE SEA			Guadalcanal Pool	SoPac			3 B L	9/30
4	TBM-1C	25210	VT-100	USS	MANILA BAY	Martin B. Landin J. Landin	CenPac	Ens. M. C. Zwirbla		3 5 N	10/31
4	TBM-1D	46903	VC-13		CORE		NorLant	Eas. Tom Smith	8	2 5 J	10/81
4	TBM-10	25156	CASU-30		- Charlestee	Majuro	ConPac	Sall transfers in the first transfers		355	12/81
6	TBM-1C	46279	VC-36			State of the state	NorLant		S	3 5 J	10/31
7	TBM-10	73371	VT-80	USS	TICONDEROGA		SoEPac	Lt. Wm. J. Garrett	S	3 5 N	12/31
8	TBM-1C	16923	VT-18		INTREPID	Philippines	SoWesPac .	Lt. John J. Savage	M	1 2 G	9/80
8	TBM-1C	46236	VT-18		INTREPID	Philippines	Soffes Pac	Lt. G. B. Riley	8	1 1 C	9/80
8	TBM-1C	16836	VT-16		ESSEX	是是1000年1月1日 1月1日	CenPac	Lt. (jg) W. E. Harper	S	110	9/30
8	TBM-10	73249	VT-15		ESSEX	北方 2018年1月1日 日本	CenPac	Lt. C. D. Webb	-	11 C	9/30
9	STATE MERCELL TOWN	16897	VT-27		PRINCETON	Mindenao	SowesPac			1 5 J	9/30
1		45904	VC-21		MARCUS ISLAND	克克 35-4 2017年10月1日 11日	CenPac		8	1 5 J	9/30
1		16927	VT-21		BELLEAU WOOD		Sollies Pao	Bns. James Everett	D	1 5 J	9/30
	O TBH-1	17018_	VT-20	CONTRACTOR OF THE PROPERTY OF	ENTERPRISE	Palau	ConPac	Lt. J. Ross Manoion MANIOWN	R.	110	12/31
1		45947	VT-27		PRINCETON	SoviesPao	SoWesPao	Bns. W. J. Burgess	D	1 5 N	9/30
	O TBM-10	46344	VT-32		LANGLEY	the residence of the state of	ConPac	Lt. (jg) Wm. H. Stirling	8	2 5 J	9/30
1		45461	VT-51		SAN JACINTO		CenPac		8	1 5 N	9/30
1		46193	S-TV		HORNET	Cebu	Sowes Pag	Ens. Richards	S	1 1 A	9/30
1		46074	VT-18		FRANKLIN	Palau	ConPac	THE PARTY OF THE P		7 3 B	9/30
1		16800	VT-19	SECTION OF THE REAL PROPERTY.	LEXINGTON	Phi PP-Equilipes	SoWesPag	Lt. (jg) R. H. H. Goforth	D	110	9/30
1		45785	VT-8		BUNKER HILL	Administrative Handling	SowesPag	THE REAL PROPERTY OF THE PARTY		1 5 J	9/30
1		16846	Vt-15		ESSEX	Classification changed	ConPac	Ens. Thos. L. Maxwell	M	11 C	9/30
1		-73439	VT-2		HORNET	home	SowesPac	Ens. Gorder	S	1 5 Z	
	2 TBM-1C	73167	VT-13		FRANKLIN	ากระแบบ โดยสัติ แล้ว แระวิ	CenPac	remains the state of the state		7 5 E	9/30 _ 8
	3 TBH-10	45814	VT-14		WASP	Visayas	SoWesPao	Lt. G. C. Kellogg	M	110	9/30
1	3 TBM-1C	45367	VT-14		WASP		Sowos Pag		S	1 5 N	9/30
	3 TBM=1C	25715	VI~18	The second second	INTREPID	Loone Flor Kasified	SollesPac	Ens. Kanial Laner	M	11 c	9/30
1	3 TBM-10	25261	VT-8	USS	BUNKER HILL	KE UNCLASSIFIED	SoviesPac	Lt. (jg) E.F. Franze	S	.1 5 J	9/30
1	3 TBM-10	73389	VT-19	USS	LEXINGTON	Philippines/	SollesPac	Lt. (jg) John N. McDonald	S	1 2 G	9/30
1	3 TBM-10	45632	VC-75	USS	OMMANISY BAY	Philippinds Palau	CenPag	Lt. (jg) J. R. Sprague	S	2 5 J	9/30
1		16915	VT-18		FRANKLIN	-	CenPac	\$2000 A 1000 S 1	8	1 5 J	9/30
1	3 TBM-1	16956	VT-20		· · · · · · · · · · · · · · · · · · ·	Peleliumganguas	CenPac	Ens. D. E. Baxter	M	11 C	12/30
1	3 TBM-1C	45629	VT-22	USS	COMPENS		CenPac	Lt. Paul P. Reeder	2000	1 1 C	9/30
1	3 TBM-1C	73255	VC-82							3 5 Z	12/30
1	4 TBM-10	45636	VC-14	USS	HOGGETT BAY	Peleliu	CenPac			75 E	9/80 13 355
	5 TEM-1C	45676	VT-51		SAN JACINTO	Palau	CenPao	Lt. (jg) F. H. Waters	D	11 C	9/30
	5 TBF-1D	24277	VC-42		BOGUE		NorLant	Lt. F. B. Underonan	S	3 5 J	
		2.5				- 25 -					(Secret